

June 19  
**MACKEREL THE  
WHOLE SHOW**

Inside These Only Two  
Steam Trawlers at New  
Pier Today.

The only groundfish arrivals at the pier this morning were steamers and Foam, the former with 43,000 lbs., and the latter, 60,000 lbs.

Outside of ground fish, the wholesalers had a good business in mackerel, the three Cape Shore fresh trips being out and selling at 13 1-2 cents for large and six cents for medium.

Wholesale prices of ground fish are \$1.50 a hundred for haddock and \$2 for large and \$2 for small cod.

**Boston Arrivals and Receipts.**

The arrivals and receipts in detail

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Sch. Lottie G. Merchant, 30,000 large and medium fresh mackerel, 270 bbls. mackerel.

Sch. Monarch, 30,000 large and medium fresh mackerel, 150 bbls. salt mackerel.

Sch. Victor, 34,000 large and medium fresh mackerel, 200 bbls. salt mackerel.

Sch. Swell, 42,000 haddock, 700 cod, 1000 lb.

Sch. Foam, 56,000 haddock, 4100 cod.

Haddock, \$1.50 per cwt.; large cod, \$2; market cod, \$2; fresh mackerel, 13c each for large, 6c for medium.

**TODAY'S FISH MARKET.**

**Salt Fish.**

Handline Georges codfish, large \$5 per cwt.; medium, \$4.25; snappers, \$3.00.

Georges halibut, codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, \$4.50; medium, \$4; snappers, \$3.

Drift cod, large, \$4.50; medium, \$4. Salt trawl bank codfish, large, \$4.25; medium, \$3.75.

Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Haddock, \$2.50.

Hake, \$1.80.

Pollock, \$1.75.

Flitch halibut, 8 1-2c, 6c and 3c per lb.

Cape Shore salt mackerel, \$10 per bbl.

**Fresh Fish.**

Splitting prices:

Haddock, \$1.10 per cwt.

Western cod, large, \$2.40; medium, \$2.10; snappers, 75c.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.30.

Cusk, large, \$1.65; medium, \$1.20; snappers, 50c.

Pollock, \$1.10.

Small pollock, 75c per bbl.

Green halibut, 11c per lb. for white and 8c for small gray, and 3 1/2c for large gray.

June 19  
Large shore herring, \$3 per bbl. for bait; \$2 to freezer; \$1.75 to salt.  
Fresh tinker mackerel, \$3 per bbl.  
Whiting, 60c per bbl.

June 20  
**HAS FINE FARE  
FROM CAPE NORTH**

**Sch. A. Piatt Andrew Home  
Hailing for 150,000 Pounds  
Salt Cod.**

With 150,000 pounds salt cod stored away in her hold, sch. A. Piatt Andrew, Capt. Wallace Bruce, arrived from a Cape North trip yesterday afternoon.

Capt. Bruce, like others of the Cape North fleet, found it a poor season, but it must be pretty poor indeed when the hustling skipper can't get a trip as he has demonstrated by his nice fare. The Andrew is one of the fortunate crafts that has done anything there this spring. Another nice trip is that of sch. Lucinda I. Lowell, Capt. Oscar Lyons, who only a few days out landed the largest fresh drift of the season yesterday afternoon, her haul being for 70,000 pounds fresh cod.

Sch. Margaret from halibuting has 10,000 pounds fresh halibut, and some fresh and salt shack, while sch. Jorgina, arriving this morning from Quero with a fresh fare and small amount of halibut and sch. Ralph Russell from salt drifting.

Other arrivals are schs. Lottie G. Merchant, and Victor from Boston with salt mackerel and sch. Constellation from a Cape Shore seining trip.

**Today's Arrivals and Receipts.**

The arrivals and receipts in detail are:

Sch. Lottie G. Merchant, via Boston, 270 bbls. salt mackerel.

Sch. Jorgina, Quero Bank, 35,000 lbs. fresh fish, 2500 lbs. fresh halibut.

Sch. Margaret, Gulf of St. Lawrence, 10,000 lbs. fresh halibut, 15,000 lbs. salt cod, 4000 lbs. fresh fish.

Sch. W. H. Moody, via Boston, 48,000 lbs. fresh cod.

Sch. Lucinda I. Lowell, drifting, 70,000 lbs. fresh cod.

Sch. A. Piatt Andrew, Cape North, 150,000 lbs. salt cod.

Sch. Monarch, via Boston, 150 bbls. salt mackerel.

Sch. Avalon, via Portland, 10,000 lbs. salt cod.

Sch. Constellation, Cape Shore, 20,000 large and medium fresh mackerel, 127 bbls. salt mackerel.

Sch. Victor, via Boston, 160 bbls. salt mackerel.

Str. Orion, seining, 1500 large and medium fresh mackerel.

Sch. Ralph Russell, salt drifting, 15,000 lbs. salt cod.

June 20  
**ONLY MACKEREL  
AT THE NEW PIER**

But for the arrival of three Cape Shore seiners, the new fish pier at Boston this morning would have been without a fare, not a trip of groundfish arriving during the night.

The only sales were on fresh mackerel, large selling at 13 cents and 12 cents each and medium, 5 cents.

**Boston Arrivals and Receipts.**

The arrivals and receipts in detail are:

Sch. Arthur James, 20,000 large and medium fresh mackerel, 180 bbls. salt mackerel.

Sch. Fannie A. Smith, 20,000 large and medium fresh mackerel, 60 bbls. salt mackerel.

Sch. Imperator, 20,000 large and medium fresh mackerel, 25 bbls. salt mackerel.

Sch. Benj. A. Smith, 35,000 large and medium fresh mackerel, 30 bbls. salt mackerel.

Fresh mackerel, 13 cents and 12 cents each, medium, 5 cents each.

**TODAY'S FISH MARKET.**

**Salt Fish.**

Handline Georges codfish, large \$5 per cwt.; medium, \$4.25; snappers, \$3.00.

Georges halibut, codfish, large, \$5; medium, \$4.25.

Eastern halibut codfish, large, \$4.50; medium, \$4; snappers, \$3.

Drift cod, large, \$4.50; medium, \$4. Salt trawl bank codfish, large, \$4.25; medium, \$3.75.

Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Haddock, \$2.50.

Hake, \$1.80.

Pollock, \$1.75.

Flitch halibut, 8 1-2c, 6c and 3c per lb.

Cape Shore salt mackerel, \$10 per bbl.

Salt tinker mackerel \$9 per bbl.

**Fresh Fish.**

Splitting prices:

Haddock, \$1.10 per cwt.

Western cod, large, \$2.40; medium, \$2.10; snappers, 75c.

Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than above.

Hake, \$1.30.

Cusk, large, \$1.65; medium, \$1.20; snappers, 50c.

Pollock, \$1.10.

Small pollock, 75c per bbl.

Fresh halibut, 11c per lb. for white and 8c for small gray, and 3 1/2c for large gray.

Large shore herring, \$3 per bbl. for bait; \$2 to freezer; \$1.75 to salt.

Fresh mackerel 13c each for large, 6c for medium, \$3 per bbl. for tinkers.

Whiting, 60c per bbl.

**Halibut Sales.**

The halibut fare of sch. Margaret sold to the American Halibut company for 11 cents per pound for white, 8 cents for small grays and 3 1-2 cents for large grays.

June 20 57  
**CATCH OF LA HAVE  
BANK FLEET**

Schooners of the LaHave, N. S., trawling fleet, which have arrived to date with total catches are:

	Qtls.
J. D. Hazen	700
Jennie E. Ritcey	600
Lucille B. Creaser	1,050
Hazel L. Ritcey	550
Hawanee	500
Don's V. Myra	700
Metapedia	1,150
Original	500
Itaska	450
Elsie Porter	550
Associate	500
Percival S. Parks	525
Nordica	600
R. L. Borden	900
Revenue	1,000
Delewana	1,200
W. T. White	1,000
Matanzas	500
Falka	550
Benevolence	700
Elsie L. Corkum	550
Russel H. Pentz	450
Lillian M. Richard	400
Gigantic	100
Mary and Mildred	200
Jennie E. Duff	500
Marion A. Silver	500
Araminta	400
W. C. McKay	750
Frank H. Adam s.	600

Total ..... 18,825

**FISH LANDINGS  
HERE IN MAY**

**Board of Trade Report Shows  
Falling Off From Same  
Month Last Year.**

The statistical report issued by the Board of Trade for May shows that 4,082,103 pounds of fish were landed here as compared with 7,967,317 pounds for the corresponding month of last year.

The statement by quantities is as follows:

	1914	1913
	Pounds.	Pounds.
Salt cod	305,567	2,334,759
Fresh cod	1,727,322	2,372,871
Halibut	140,162	816,546
Fresh haddock	520,528	549,887
Salt haddock	8,545	1,001,856
Fresh hake	376,044	424,185
Salt hake	1,565	24,275
Fresh cusk	253,730	344,175
Salt cusk	3,700	5,175
Fresh pollock	725,112	1,023,456
Salt pollock	15,876	19,456
Flitches	2,952	19,556
Total	4,082,103	7,967,317
	Bbls.	Bbls.
Fresh herring	576	549
Salt herring	...	770
Salt mackerel	...	3
Fresh mackerel	2,400 lbs.	...
Cured fish	330,809 lbs.	...



# SEINERS BRING BIG FRESH FARES

## Five More of the Cape Shore Fleet Home This Morning—Some Have Part of Catch Salted—Small Trips at Newport.

Five more of the Cape Shore fleet have arrived home, four at Boston and one at this port with fares of large and medium fresh mackerel and salt ones too.

Sch. Constellation, Capt. Charles Maguire is here this morning, her haul being for 20,000 large and medium and 127 barrels of salt.

Steamer Orion, Capt. John Dahlmar, arrived this morning from the southward having 1500 large and medium fresh mackerel which sold to A. Cooney & Company at 13 cents each for large and 6 cents for medium.

The Cape Shore mackerel fare of sch. Monarch sold to George Perkins & Son at \$10 a barrel.

### The Boston Arrivals.

Boston's arrivals include schs. Benjamin A. Smith, Capt. Martin L. Welch, arriving yesterday with 35,000 large and medium fresh and 30 barrels salt; Arthur James, Capt. Archie Devine, 20,000 large and medium fresh and 180 barrels salt; Fannie A. Smith, Capt. Wallace Walker, 20,000 large and medium fresh mackerel, 60 barrels salt; Imperator, Capt. C. Wesley Farmer, 20,000 large and medium fresh and 25 barrels salt.

At Boston this morning, fresh mackerel sold at 13 cents and 12 cents each for large and 5 cents for medium.

### Arrivals at Newport.

At Newport, the steamers had smaller fares than they have been landing the past few days. Arrivals were as follows.

Str. E. J. Dodd, 20 barrels fresh tinkers.

Str. Rowland Wilcox, 25 barrels fresh tinkers.

Str. Robert and Edwin, 60 barrels fresh tinkers.

Str. Rowland Mason, 40 barrels fresh tinkers.

Str. Geisha, 75 barrels fresh tinkers.

Str. James M. Gifford, 15 barrels fresh tinkers.

### Herring Fleet Harbored.

The following steamers of the herring seining fleet were at York Harbor, Me., Thursday for harbor: Rough Rider, Quartette, Doris, Herbert and Emma, Alice, Independence, Beatrice E., Mystery, Advance, Bryda F., Yankee, Ethel, Joppaite, Lydia, Gertrude. None of the fleet had any fish.

## HERRING FEW AT PORTLAND

The Italian bark, King Malcolm, Capt. E. Mortola, arrived in port on Thursday morning, coming from Trapani, with a cargo of 2151 tons of salt for the Lord Brothers, which will be discharged at their sheds on Central wharf, where the vessel will be docked on Monday next.

About 450 barrels of herring were landed at the cold storage plants on Central wharf Thursday, the largest single fare being that of the schooner Onaway, she having 100 barrels. Nearly all the fleet were in, but most of them had very small catches. It is evident that the fish have deserted their stamping ground around the lightship and have gone to the eastward as is their usual custom at this season of the year, in fact large schools were reported as seen off Mt. Desert Rock Thursday. It is believed that the season is about over, the fishermen generally not expecting that it will last more than a week longer, after which the herring will go eastward still further and go down and disappear in the deep water around Grand Manan. It has been an excellent season for the local fishermen, many thousands of dollars having been paid them for the herring brought in, while the storage plants are in a position to supply the demand for the frozen fish which is expected in the fall from all the larger western cities.

About 100 bushels of sardine herring were landed at the South Portland factory, coming up from the Broad Cove weirs at the Falmouth Foreside owned by the E. W. Brown Co., the proprietors of the factory, their's being about the only traps that are taking any fish at the present time. A better run of sardine herring all along the coast is looked for after this week.

Dogfish have put in an appearance in this vicinity, rather earlier than usual, the pests being just as voracious as ever and making life miserable for the local fishermen, who have been having a hard time of it this week. The skipper of the sloop Minerva says he was fairly driven off the fishing grounds on Tuesday, nearly every hook being stripped of fish.

## FISHERMEN TOLLS CAPE COD CANAL

Passage through the Cape Cod canal, soon to be opened will be governed by a system of tolls which have been adopted and for the information of fishing crafts, which come under class C, the Times herewith publishes the rates for the different size craft passing through:

For Vessels Less Than 16 Gross Tons  
Based on Length Over All.

	With Cargo	Without Cargo
Minimum less than 15 feet.		
15 ft. to 19 ft. ....		
20 ft. to 24 ft. ....		
25 ft. to 29 ft. ....	Min. \$6.00	Min. \$3.00
30 ft. to 34 ft. ....	7.00	3.50
35 ft. to 39 ft. ....	8.00	4.00
40 ft. to 44 ft. ....	10.00	5.00
45 ft. to 49 ft. ....	12.00	6.00
50 ft. to 54 ft. ....	14.00	7.00
55 ft. to 59 ft. ....	15.00	7.50
60 ft. to 64 ft. ....	17.00	8.50
65 ft. and over and less than 16 gross tons	21.00	10.50

For Vessels Over 16 Gross Tons.

16 .....	17.00	8.50
17 .....	18.00	9.00
18 .....	19.00	9.50
19 .....	20.00	10.00
20 to 24 .....	21.00	10.50
25 to 29 .....	22.00	11.00
30 to 34 .....	23.00	11.50
35 to 39 .....	24.00	12.00
40 to 44 .....	25.00	12.50
45 to 49 .....	26.00	13.00
50 to 54 .....	27.00	13.50
55 to 59 .....	28.00	14.00
60 to 64 .....	29.00	14.50
65 to 69 .....	30.00	15.00
70 to 74 .....	31.00	15.50
75 to 79 .....	32.00	16.00
80 to 84 .....	33.00	16.50
85 to 89 .....	34.00	17.00
90 to 94 .....	35.00	17.50
95 to 99 .....	36.00	18.00
100 to 104 .....	37.00	18.50
105 to 109 .....	38.00	19.00
110 to 114 .....	39.00	19.50
115 to 119 .....	40.00	20.00
120 to 124 .....	41.00	20.50
125 to 129 .....	42.00	21.00
130 to 134 .....	43.00	21.50
135 to 139 .....	44.00	22.00
140 to 144 .....	45.00	22.50
145 to 149 .....	46.00	23.00
150 to 154 .....	47.00	23.50
155 to 159 .....	48.00	24.00
160 to 164 .....	49.00	24.50
165 to 169 .....	50.00	25.00
170 to 174 .....	51.00	25.50
175 to 179 .....	52.00	26.00
180 to 184 .....	53.00	26.50
185 to 189 .....	54.00	27.00
190 to 194 .....	55.00	27.50
195 to 199 .....	56.00	28.00
200 to 204 .....	57.00	28.50
205 to 209 .....	58.00	29.00
210 to 214 .....	59.00	29.50
215 to 219 .....	60.00	30.00
220 to 224 .....	61.00	30.50
225 to 229 .....	62.00	31.00
230 to 234 .....	63.00	31.50
235 to 239 .....	64.00	32.00
240 to 244 .....	65.00	32.50
245 to 249 .....	66.00	33.00
250 to 254 .....	67.00	33.50
255 to 259 .....	68.00	34.00
260 to 264 .....	69.00	34.50
265 to 269 .....	70.00	35.00
270 to 274 .....	71.00	35.50
275 to 279 .....	72.00	36.00
280 to 284 .....	73.00	36.50
285 to 289 .....	74.00	37.00
290 to 294 .....	75.00	37.50
295 to 299 .....	76.00	38.00
300 to 304 .....	77.00	38.50
305 to 309 .....	78.00	39.00
310 to 314 .....	79.00	39.50
315 to 319 .....	80.00	40.00
320 to 324 .....	81.00	40.50
325 to 329 .....	82.00	41.00
330 to 334 .....	83.00	41.50
335 to 339 .....	84.00	42.00
340 to 344 .....	85.00	42.50
345 to 349 .....	86.00	43.00
350 to 354 .....	87.00	43.50
355 to 359 .....	88.00	44.00
360 to 364 .....	89.00	44.50
365 to 369 .....	90.00	45.00
370 to 374 .....	91.00	45.50
375 to 379 .....	92.00	46.00
380 to 384 .....	93.00	46.50
385 to 389 .....	94.00	47.00
390 to 394 .....	95.00	47.50
395 to 399 .....	96.00	48.00
400 to 404 .....	97.00	48.50
405 to 409 .....	98.00	49.00
410 to 414 .....	99.00	49.50
415 to 419 .....	100.00	50.00
420 to 424 .....	101.00	50.50
425 to 429 .....	102.00	51.00
430 to 434 .....	103.00	51.50
435 to 439 .....	104.00	52.00
440 to 444 .....	105.00	52.50
445 to 449 .....	106.00	53.00
450 to 454 .....	107.00	53.50
455 to 459 .....	108.00	54.00
460 to 464 .....	109.00	54.50
465 to 469 .....	110.00	55.00
470 to 474 .....	111.00	55.50
475 to 479 .....	112.00	56.00
480 to 484 .....	113.00	56.50
485 to 489 .....	114.00	57.00
490 to 494 .....	115.00	57.50
495 to 499 .....	116.00	58.00
500 to 504 .....	117.00	58.50
505 to 509 .....	118.00	59.00
510 to 514 .....	119.00	59.50
515 to 519 .....	120.00	60.00
520 to 524 .....	121.00	60.50
525 to 529 .....	122.00	61.00
530 to 534 .....	123.00	61.50
535 to 539 .....	124.00	62.00
540 to 544 .....	125.00	62.50
545 to 549 .....	126.00	63.00
550 to 554 .....	127.00	63.50
555 to 559 .....	128.00	64.00
560 to 564 .....	129.00	64.50
565 to 569 .....	130.00	65.00
570 to 574 .....	131.00	65.50
575 to 579 .....	132.00	66.00
580 to 584 .....	133.00	66.50
585 to 589 .....	134.00	67.00
590 to 594 .....	135.00	67.50
595 to 599 .....	136.00	68.00
600 to 604 .....	137.00	68.50
605 to 609 .....	138.00	69.00
610 to 614 .....	139.00	69.50
615 to 619 .....	140.00	70.00
620 to 624 .....	141.00	70.50
625 to 629 .....	142.00	71.00
630 to 634 .....	143.00	71.50
635 to 639 .....	144.00	72.00
640 to 644 .....	145.00	72.50
645 to 649 .....	146.00	73.00
650 to 654 .....	147.00	73.50
655 to 659 .....	148.00	74.00
660 to 664 .....	149.00	74.50
665 to 669 .....	150.00	75.00
670 to 674 .....	151.00	75.50
675 to 679 .....	152.00	76.00
680 to 684 .....	153.00	76.50
685 to 689 .....	154.00	77.00
690 to 694 .....	155.00	77.50
695 to 699 .....	156.00	78.00
700 to 704 .....	157.00	78.50
705 to 709 .....	158.00	79.00
710 to 714 .....	159.00	79.50
715 to 719 .....	160.00	80.00
720 to 724 .....	161.00	80.50
725 to 729 .....	162.00	81.00
730 to 734 .....	163.00	81.50
735 to 739 .....	164.00	82.00
740 to 744 .....	165.00	82.50
745 to 749 .....	166.00	83.00
750 to 754 .....	167.00	83.50
755 to 759 .....	168.00	84.00
760 to 764 .....	169.00	84.50
765 to 769 .....	170.00	85.00
770 to 774 .....	171.00	85.50
775 to 779 .....	172.00	86.00
780 to 784 .....	173.00	86.50
785 to 789 .....	174.00	87.00
790 to 794 .....	175.00	87.50
795 to 799 .....	176.00	88.00
800 to 804 .....	177.00	88.50
805 to 809 .....	178.00	89.00
810 to 814 .....	179.00	89.50
815 to 819 .....	180.00	90.00
820 to 824 .....	181.00	90.50
825 to 829 .....	182.00	91.00
830 to 834 .....	183.00	91.50
835 to 839 .....	184.00	92.00
840 to 844 .....	185.00	92.50
845 to 849 .....	186.00	93.00
850 to 854 .....	187.00	93.50
855 to 859 .....	188.00	94.00
860 to 864 .....	189.00	94.50
865 to 869 .....	190.00	95.00
870 to 874 .....	191.00	95.50
875 to 879 .....	192.00	96.00
880 to 884 .....	193.00	96.50
885 to 889 .....	194.00	97.00
890 to 894 .....	195.00	97.50
895 to 899 .....	196.00	98.00
900 to 904 .....	197.00	98.50
905 to 909 .....	198.00	99.00
910 to 914 .....	199.00	99.50
915 to 919 .....	200.00	100.00

Vessels over 500 gross tons will be charged on the basis of their having on board 800 tons of cargo at 7c per cargo ton per single passage.

Vessels having on board over 800 cargo tons, 7c per cargo ton per single passage.

Vessels over 500 gross tons without cargo 5c per gross ton per single passage.

The total tonnage of cargo in vessels in tow is to be computed as if on board a single vessel.

Tolls include the towing tug provided by the owners of barges or schooners.

Vessels carrying cargo by measurement must reduce it to tons.

### Flag Half-Mast For Skipper.

Sch. Avalon, arriving here yesterday afternoon from Portland, had her colors half mast in memory of Capt. James McLennon, her late skipper, who died at Shelburne, N. S., June 16, from blood poisoning.

Wants Lobster Law

Stronger.

At a meeting of the Cape Ann Lobstermen's association held Thursday evening in the old East Gloucester Yacht club building, the secretary instructed to write to Congressman Gardner to request that the lobster law which he is to introduce into Congress



MELVIN PARSONS.

President of Lobstermen's Association.

Who Presided at the Meeting.

be made even stronger than the proposed measure is at present.

The proposed bill in short provides that it shall be illegal for anyone to deliver to a common carrier or to a common carrier to transport from one state to another state, lobsters which are less than the length prescribed by the laws of either state, any lobster or "berried" lobster.

The lobstermen of Cape Ann think that this bill should be made to include not only common carriers but also persons and a letter has been sent to Congressman Gardner to that effect. Their reasons for including all persons is that at the present time a large number of fishermen are in the habit of making frequent trips to the Maine coast to purchase lobsters. They return to state and sell the lobsters. These cannot be classed as common carriers, the lobstermen feel that the bill should be made so as to include these persons.

It was also the sentiment of the meeting that all seeded lobsters should be thrown overboard when caught instead of being saved for the fishery as has been the custom in the past. The fishermen claim better results will be obtained in this manner.

At the next meeting, Thursday evening, July 2, the association hope to have a member of the Fish and Game Commission present so that matter of common interest may be discussed.

Previous to the meeting last week luncheon was enjoyed so that the and business joined most agreeably.



# WHY FISHERIES HAVE DECLINED

## Capt. Sylvanus Smith Blames Some Methods Employed—Suggests Unit- ed States-Canadian Commission to Seek Remedy.

In the following special article written for the Daily Times, Capt. Sylvanus Smith, one of the acknowledged authorities of the country on the North Atlantic fisheries, in discussing some of the principal reasons for the present scarcity of fish on the various fishing grounds of the North Atlantic; makes a recommendation which is sure to attract the widest attention from experts and legislators; not only of this state; but of the country.

Capt. Smith suggests and believes if several states will surrender to the national government the rights in the various fisheries and then the National government in conjunction with Canada make laws which shall apply to the North Atlantic fisheries, through a commission which shall make a study of the matter, some beneficial results will be obtained.

The Captain writes for the Times as follows:

In the following article it is intended to show some of the principal reasons for the present scarcity of fish on the various fishing grounds of the North Atlantic.

If one will pause to consider the immense amount of herring, mackerel and other fish that were habitants of the waters along the coast of New England before the introduction of the new ways of pursuing the fishing industry, perhaps dating their investigations from the introduction of the purse seine, it will appear more than a theory that this method of catching fish has much to do with the present scarcity of some of the species.

The fact that occasionally, and on some old fishing grounds, fish appear to be plentiful, in no way affects the fact in general, for these occasions are growing rarer and more infrequent.

There may be times when for the time being the fish seems as plentiful as ever in a particular spot, and by "hooky" crafts, but each year and the succeeding years show, and will show, a constant decrease in the catch, greater difficulty in procuring trips, and on one ground alone, but on the many fishing banks, from Georges to the Grand Banks of Newfoundland.

That this is so, that the great body of fish is gone seems directly attributable to man's destructive methods and the way of International Legislation must be effected.

### Naturally Opinions Differ.

It is natural perhaps that opinions differ and that we find intelligent minds arrayed on opposite sides of a great question.

In matters of great public moment, such as our Mexican trouble, the Panama Canal Toll Repeal and other matters, we find some of the greatest men arrayed on either side, each advancing strong and able arguments to support their particular claim until the general public are in a maze of doubt as to which is the more logical and sensible position.

The fisheries cannot be considered as occupying a prominent place in the minds of the thinking public and yet its conservation and protection has a great influence on the heritage we pass down to future generations.

Admitting that there is a difference between the fisheries and the animals of the earth, still it is more a matter of degree than of principle.

In the old days, not so long ago as we figure time, the early settlers of the west, those pioneers who sought homes in a new country, found the country west of the Mississippi teeming with countless thousands of buffalo, so plentiful were they in fact that the first few years of slaughter by the white men in no way seemed to deplete their numbers.

The Indian with bow and arrow had killed them at will and their "hunts" were periods of destruction, but in spite of these the natural production from year to year went steadily on with no appreciable depletion of their numbers.

With the advent of the white man and his more advanced methods we find all too soon that these once plentiful beasts were so wantonly destroyed that for some years now they have been non-existent except in private parks, circuses, etc.

Our streams and brooks were once filled with trout, our lakes with bass, pickerel and other desirable fish, and now the most constant efforts on the part of our fish and game officers can hardly keep them "stocked" in spite of the fact that our hatcheries work overtime and many states have "close seasons" on many of these fish.

In the very early days some of the rivers of New England were the resort for salmon during their spawning season and even comparatively young men can remember Penobscot River salmon. These are practically non-existent now, the fish that sought these waters have probably been caught up.

It would be unjust to claim that this is the whole reason for the disappearance of these fish from our rivers, however; sewerage, the refuse from the mills which line the shores and the travel on these bodies of water, doubtless all have an effect to drive the fish to other breeding grounds, but the fact remains that they are gone, lost to New England fishermen forever.

We learn from tradition that the early visitors to the New England coast found cod so plentiful that "they pestered the ship," and while this is doubtless an exaggeration, still it is a well substantiated fact that all kinds of fish were very plentiful on this shore.

### Early Method of Fisheries.

The early method of pursuing the fisheries (by hook and line) did not tend to reduce their numbers; during the spawning season when nature was working out reproduction, fish did not "bite" and countless millions of the young were left to mature and become themselves a producer in nature's farm, the ocean.

All such spawn does not mature, probably but a small portion of the young reach maturity, each fish having its own particular enemy. The fish that swim near "bottom" prey on the spawn, while those that reach the age of caring for themselves, prey and are preyed upon by the other fish.

The early fishermen used small boats and pursued their calling near the shore, but with larger craft more distant grounds were visited, everywhere finding fish plentiful.

With the introduction of the trawl which came to us from the French fishermen, it was possible to procure trips much quicker than by the hook and line method which had, until this time, been wholly in vogue; pursuing this method large fairs were the rule, and though the vessels were smaller than those of the present day, there were many more engaging in the industry; nearly every town along the coast having Grand Bankers; and enormous quantities of fish were caught.

The early years of the Georges Bank fishery were pursued with great success by the early hook and line fishermen; but with the advance methods, trawling, with the great fleet of "haddockers" throwing "gurry," etc., at the present time, except for certain seasons, fish are very scarce on these old fishing grounds.

In the years gone by halibut were very plentiful along the coast, it was a common thing to catch whole dory loads of these fish within sight of our coast; where have they gone now? I have seen them so plentiful on Georges Bank that they actually "schooled" on the surface of the water—I wonder if the fishermen of the present day ever saw them as plentiful as this?

If the argument of some (generally landmen) held water "that the fish had sought other grounds," we would find these fish plentiful on other fishing places in the Atlantic Ocean, but inasmuch as they seem scarce everywhere does it not seem reasonable that numbers have been seriously depleted?

I have heard the argument that "the fish have come back"—the "halibuters" having found fish quite plentiful the last two seasons, but is this not largely because the halibut fishery has been practically abandoned for several years and the fish have had an opportunity to replete their numbers?

### Purse Seine First Danger.

Perhaps the first real danger to the fisheries was the advent and use of the purse seine. Previous to the introduction of this mode of fishing, our mackerel catchers pursued the industry with hook and line; the new method was much easier and more profitable and the old "hookers" became "seiners;" enormous quantities of fish were caught and at times when the market was low, thousands of barrels of smaller fish were destroyed, the vessels saving only the best.

As we have seen previously in this article, during the "spawning" season fish will seldom "take the hook" and the fleet of mackerel catchers of previous days rarely fitted away until July, after the spawning season.

Following this course practically no mackerel were caught until after nature had performed her duty of reproduction and the catch of fish from one year to another had little or no effect upon the succeeding year.

With the advent of the purse seine, however, this was changed—the seiners fitted away in the early Spring, meeting their mackerel on the way to the spawning grounds, catching immense quantities, year after year, before the following years' supply had been seeded and naturally from year to year the fish grew less plentiful in numbers, until in recent years the fishery that was once so profitable has been practically a failure, owing to the scarcity which followed the wanton destruction.

### The Destruction by Nets.

"Netting" came into vogue, these nets spreading like tentacles right in the pathway of the mackerel on their way to the Spring spawning grounds, caught up the mother fish with countless young, and again we find man's work, destroying future generation of fish for present gain.

How many thousands and millions of young this spawn of early caught fish represents cannot be even estimated, left to nature, as in the old days, I fully believe that mackerel would still be plentiful on our coast.

The loss of menhaden, owing to the seine which caught up these fish, cannot be estimated. The loss of them for our bait supply was a very serious blow to the mackerel, cod and other fisheries.

It is probable that in those days of plenty (Menhaden) that the dogfish preyed largely upon these fish but with the disappearance of the Menhaden the dogfish have turned their attention to other species and the havoc they cause must be immense. Menhaden are now taken nowhere north of Cape Cod.

One might go on and on but the history is but a repetition of the others, man's devastating hand and destructive methods.

Lobsters are scarce, mussels are no longer found in great quantities along our flats, clams are almost a luxury. (In the old days hundreds of barrels of these fish were used by our fishing craft for bait.)

Bluefish that were once plentiful are apparently nearly exterminated, so if those that argue that there are as many fish in the sea as ever will tell us what has become of them, and what each and every species which our fishermen have sought are now scarce on the natural fishing grounds, I am sure that it would make interesting reading.

Some years ago we had a close season on mackerel, followed by several good mackerel years, left alone until



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after the spawning season the mackerel "came back" but the ceaseless destruction will surely exterminate them, and annihilate the specie. (Referring to the beam trawler) and the seine, used during the spawning season. The great trawls sweeping the bottom of the ocean, again and again until hardly a spot of the fishing grounds, (the bottom at least) is left unturned, destroys the young in the process of incubation; where then shall come the supply of future years? With the natural catch, and unnatural destruction of the young, where is the heritage due to the people of the future who shall come after us?

#### After This, What?

Some time ago I heard an argument (landsman) that after the French trawlers had been over the grounds of Quero, that our salt fishermen and haddockers never found fish more plentiful; I can well believe it and why not? In sweeping over the Banks these great trawls overturned clams, mussels and other sea food which attracted fish in great numbers—but has fish been found in great quantities since After that, what?

Our early fishermen who visited Fortune Bay and Placentia Bay found herring in great abundance but after a few years of fishing how quickly these were depleted! Preventive measures were taken by the government of Newfoundland and the ruinous methods of fishing were made unlawful—since which "the fish have come back."

Is it noticeable that our "Newfoundlanders" who visit the West Coast (Bay of Islands) have found herring less plentiful of late years than was formerly the case? Are the herring growing smaller apparently than those of former years?

I have heard some argue that they "don't come in" as they did in other days—they can't come into the bays and creeks when there are none to come in, that is a fact.

#### Lax Government Laws One Trouble.

A lax government has allowed these destructive methods of fishing and the fisherman cannot really be blamed for pursuing that which is the most profitable to him. As a people, we owe something to future generations, to those millions of people who shall come after us of which we are but the advance guard.

Looking ahead into the future, not 10 years or 20, but hundreds of years, when the earth shall have become densely populated, the ocean must become one of the mainstays of the human race, if not the mainstay at least an important factor in the World's Food Supply, and shall we continue to do our best to destroy this heritage which shall be passed down to the peoples who shall come after us?

If our fishing grounds have been depleted as it would appear, through the years of wanton destruction, what shall be the method, the means to conserve and rebuild to the end that the future will not present the same difficulty? We must find means to prevent destructive methods of pursuing the various branches of the industry and at the same time assure ourselves of a regular supply, to which we are entitled.

A "Close Season" has proved beneficial to lakes and streams, even the game in the woods are being con-

served by stringent laws but these are useless when applied to the fisheries inasmuch as the several states have conflicting laws. It is a matter easily adjusted within the boundaries of a particular state, the Commonwealth having jurisdiction over her lakes and streams but outside the waters of her immediate coast she has no powers. Massachusetts may prohibit the catching of lobsters along our shores, but Maine and New Hampshire allow their fishermen to perhaps catch these fish at any season—our efforts to conserve the supply is of no avail, and we prevent our fishermen from making a living while perhaps across the bay are set thousands of lobster pots, belonging to fishermen of another state, and in whose waters we have no rights.

Special legislation often works a hardship on some, for the benefit of others. In this regard I recall some years ago that legislation by our state had made it illegal to "seine" fish in Buzzard's Bay.

Church Bros. of Rhode Island (which state had no legislation against seining) had their craft seized for seining in Massachusetts waters and they appealed the case to the Supreme Court, which body dodged the issue and said that states may, in the absence of National Legislation, make laws to govern waters adjoining the state—such decision not admitting the states right to make laws, nor even the right of the National Government, over these water ways. At that time, (and here is the trouble with such matters) we were enjoying?? reciprocity with Canada—our government having given the right to Canada to fish in all our waters, where the tide ebbed and flowed north of 36 latitude. Church Bros. could have put their boats under the English flag and fished all they wished and laughed at our State or National laws to the contrary, though our own fishermen would be denied the right to fish. That is, the National Government assumed rights in one case and practically disavowed jurisdiction in the other—which is an almost insurmountable difficulty which must be overcome to make a real start for conservation of our fisheries.

Having spent some years as a member of the Massachusetts Legislature, and for part of the time serving on the committee on fish and game, I can very well appreciate the difficulties to be met in the making of

laws that trend to give up state rights to the National Government, or to make laws which will prevent a man making a living in his calling.

The attempt to prohibit the catching of lobsters, the digging of clams, etc., would meet with a loud (and under present conditions) doubtless justified protest. There is, however, a way to get over this difficulty—though it is a way most difficult to accomplish.

#### My Suggestion.

If our several states will surrender to the National Government, all rights in the coastwise fisheries adjoining the individual states and our government, in conjunction with that of Canada, make laws which shall apply to all the North Atlantic fisheries, through a commission which shall make a study of the matter, we could expect some beneficial results.

Laws made by our government, even if observed by our fishermen, would be of little avail unless Canada had laws

in common with ours, effective against her fishermen as well as our own.

Laws which would prevent the French beam trawlers from procuring supplies, coal, food, etc., in Canadian ports, or in our own, would work such a hardship upon these craft that doubtless they would find it unprofitable to engage in this destructive method of fishery. Neither Canada nor this country could prevent beam trawling on the Grand Banks but we could, in common, make laws which would make it difficult in the extreme for craft from other countries, engaging in this method of fishing on this side of the Atlantic.

#### Depredations of Dogfish.

The depredations of dogfish and the amount of damage they do each year to our fisheries cannot even be estimated. Of late years they seem more numerous than ever and National notice must be taken of this if we would preserve our fishing grounds. Canada has established reduction works and these fish are purchased, made into fertilizer, and oil is extracted from the livers of the fish. Such methods of catching them up, turning them into valuable products, such as oil, and fertilizer, would under good management return to the government such money as was made in the outlay of a plant, and would be self-supporting.

Our fishing grounds, with reasonable legislation are more valuable than farms, more productive than the land, and a constant source of revenue; farming lands must be fertilized, their crops may be ruined by droughts and other causes but nothing except our own destructive methods can menace the food supply of nature's farm, the ocean.

Shall we then seek to continue the methods which are proving to be destructive and unwise—or shall we endeavor to conserve and build up what has been lost before irreparable damage is done?

CAPT. SYLVANUS SMITH.

June 22.

#### Portland Fish News.

There were quite a number of fishing vessels in the harbor Friday, but of these only two had any herring aboard. The roughness of the water outside kicked up by the heavy winds of the past few days, put a kibosh on the herring fishing, and the fares for that time have been exceedingly small. Both cold storage companies received but one trip, the steamer Pet taking out at the Portland Cold Storage about 20 barrels and the sloop Pantouset unloading some 32 barrels at the Central Wharf Cold Storage Co.

Fisherman's luck was illustrated Thursday when the Monhegan knockabout schooner Onaway, while on her way to port struck a school of herring just outside the cod ledges and scooped in 100 barrels of them. Other vessels nearby had not succeeded in finding any fish and it soon blew up so rough that it was impossible to make a set and the fleet came into the harbor.

## SCH. BAY STATE HAD CLOSE CALL

### Seamanship of Capt. Norman Ross Saved Her During Heavy Blow.

Says the North Sydney, C.B. Herald:

"The Gloucester knockabout schooner Bay State, commanded by Capt. Norman Ross, one of the famous killers, sailed Saturday for grounds, after taking a supply of stores from Brewer & Co. schooner is now nearly nine weeks out, but owing to the unfavorable weather conditions she only fished two weeks, during which time she took 30,000 halibut and 20,000 pounds cod. For days the Bay State was knocked about the Magdalenes, where she sought baiting, but owing to terrific gales was unable to get on. During the hurricane that wrought much damage a week ago Friday, Bay State had a very close call, being piled up on the rocks at Magdalenes. At one time her position looked so bad that many people rushed to the shore, with row boats in hand to save the crew, expecting every moment to see the schooner on her doom. But Capt. Ross stuck to his post, and by clever seamanship saved the craft from destruction. During the height of the gale at Gloucester, four traps containing upwards of 1500 barrels of herring were destroyed, and several others were smashed on the breakwater and together with their contents."

## ST. JOHN'S LOOKS FOR HIGH PRICES

Everything points to very high prices for codfish the coming season says the St. John's Trade Review. There is practically no old fish left in this writing, and most of the western fish will find its way into the American market. Some small old fish brought along this spring fetched as high as seven dollars a quarter, and it wasn't very far off at that. The late opening spring would naturally make a smaller voyage than usual, and works out that way, first new fish going to fetch a very high price in August and September.

#### Finding Bait Scarce.

Several of the Gloucester fishermen were in at North Sydney last week and as a result Brewer & Co. kept busy supplying the fishermen with supplies and ice. All the report only fair catches. Fish was a plenty, but the bait supply was the chief drawback.